

WHIG AND CHRONICLE.

WEDNESDAY, MARCH 3, 1875.

FIELD AND FARM.

A SEVERE WINTER.

The winter of 1863-4 has heretofore been considered the coldest and stormiest on record, but the winter of 1874-5 will surpass it. Early in the winter we re-published articles from Northern exchanges predicting a severe winter, based on the migration of the grey squirrels and other similar signs, but as January passed without realizing the prediction, we supposed it would fail. February, however, has tested thoroughly the capacity of the thermometers to measure the fall of the mercury. Down, down, down it went, until past all calculation. Old Ocean's briny waters even threatened to give up in the unequal contest and give miles of ice all along the coast.

Our exchanges from the North all report the most extreme weather. A letter from Milwaukee on the 17th inst. says that "Wisconsin has experienced during the present winter the coldest weather known in thirty years. The thermometer here has not marked less than 5 degrees below zero during the past ten days, and 15 to 25 degrees has been frequently recorded. In fact, since a few days before Christmas a truly Siberian temperature has prevailed, with one-fourth to one-third more snow, badly drifted, than is remembered by the 'oldest inhabitant'."

The track of the Wisconsin Central railroad has for ten days been covered in many places with snow to the depth of ten and fifteen feet. But the most remarkable story comes from the Superintendent of the Northern Division of the St. Paul railway, who reports snow drifts between Ripon and Berlin reaching to the tops of the telegraph poles.

The country roads in the North west are perfectly impassable. The reports from the East are full of bad. Penobscot Bay has been frozen over for the first time within the recollection of man. In New York State, the Rome, Watertown and Ogdensburg railroad, between Rome and Watertown, for fifteen miles, was covered with snow to an average depth of ten feet, and it was so hard that much of it could not be cut with iron shovels, and had to be prized up; and, because it was so hard all the way down, it had to be shoveled to the rails. In some places the men stood in three tiers one above the other, in getting the snow up, and all along it is piled high on either side in blocks and chunks. A gentleman said that in riding through the cut it looked like a vast white marble quarry. An old resident of Watertown, who has closely observed the weather and recorded his observations, says there has more snow fallen this winter than any preceding fifty.

A Good Word for the crows.

The Baltimore Sun of Saturday, returning to the subject of crows, remarks: "A Belair stage driver says that the country people are poisoning them with strychnine, according to a time-honored custom at this season of the year. The fatal dose is administered by being saturated in corn, which is scattered around freely. Some of the crows die on the spot, others fly away and somersault in the sky, and others go blind and die of starvation and the stomachache. An instance is cited of one worthy but wicked countryman gathering up 1,200 crows he had poisoned, taking their scalps, and reaping his reward from the country authorities, six and a quarter cents apiece, \$75. Crows, no doubt, perform a better part for farmers than they are given credit for. Nature furnishes scavenger birds and animals adapted to the wants of every climate. In the summer time the birds, being very numerous, do a large part of scavenger work. In the same way crows, no doubt, are beneficial to the country in this latitude, as their name of 'carrion crows' would indicate, besides making themselves generally useful in rooting out the grubs that hatch insects to destroy the labors of the farmer. No doubt, if the crows were properly encouraged to do so, they would be useful in destroying the potato bug, lately so destructive in all parts of this country. Who knows until we have tried them? And if a poor crow does steal a few grains of corn at seedling time, or pluck the ears when they have ripened, the farmer could prevent both depredations by well-known precautions."

London County Fair.

Judging from present indications, we believe that London county is going to have a Fair next fall. One of our most energetic and enterprising citizens is now preparing the preliminaries, and all the surface indications are good. We have in our mind's eye, at the present time, six of our fellow-citizens, who have agreed to take ten shares each, at ten dollars per share. It is a move of the farmers, and we hope that all will come to taw and plump for the middle man. There is not a man in the county that is so poor that he can not do something to forward the enterprise, and everybody should help. The columns of this paper are open to all who desire to communicate on the subject. *Do not write without a name, and don't be*

THE FRESHET.

River Almost as High as in 1867

Terrible Loss of Property by Citizens as well as Corporations.

Loss in the City from \$30,000 to \$35,000.

(From Knoxville Daily Chronicle, Feb. 24.)

It rained incessantly during Tuesday night, and continued to rain some yesterday morning. Before noon, however, it cleared up, and for a few hours we were blessed with beautiful weather. However, in the afternoon it began to cloud up again, and before night it was again raining and continued up to this writing, 10:30 p. m., and now the water is fairly pouring down in torrents, with a prospect of it continuing thus during the night.

The river rose about seven feet yesterday from 6 a. m. to 5 o'clock p. m., and was still rising at that rate last night. Reports come in from all parts of the country, to the effect that the smaller streams are about as high as they have ever been known, and many predict that if it continues to rain all night, the rise in the river will be something equal to that of 1867. Mr. S. E. Atkin had considerable trouble in saving his lumber, and no doubt lost some. In the evening a large raft of logs got loose, but Mr. Atkin succeeded in getting aboard of it, and by the assistance of several men in skiffs, managed to land it below the steamboat wharf. More of Mr. Atkin's lumber is in danger, if the river continues to rise.

(From Knoxville Daily Chronicle, Feb. 24.)

Yesterday morning the river banks were crowded with people, having learned of the sad havoc made during the previous night by the "water fiend," as given fully to the readers of the CHRONICLE, the local columns of the paper having been kept open to nearly 5 o'clock, a. m., in order to give the public the very latest. Their surprise, of course, was great, for in the limited time we had we could not give a full description, if such a thing were possible. The lumber yard of Mr. S. T. Atkin presented a lively scene, and large numbers of citizens were engaged in helping Mr. Atkin save as much as possible of his property.

THE RIVER

had risen to over thirty feet tide water, and was carrying everything before it. The rafts, parts of bridges, lumber and a portion of Mr. Atkin's mill, which had lodged against the derick, was carried away, as we predicted, the force of the angry waters being too much for the derick, and it gave way.

THE LUMBER WAS FLOATING

Around promiscuously, and a majority of the rafts of logs had cut loose and were on their way Chattanooga-ward. The citizens worked with a will, and deserve credit for the energy they displayed in trying to save the property, often at the risk of their own lives. Yet their exertions in many instances were unavailing, and much of the lumber floated away.

In the afternoon we visited the scene again, and found all busy.

MR. ATKIN'S OFFICE

Was under water up to the roof, as was also the building at the corner heretofore used as a store, while the corner lamp post was not visible. The slaughter-house was under water up to the second story, and the lumber which had been put in the slaughter-house yard was floating around loose. We visited Mr. Atkin, who, having fallen into the river, was wet from head to foot. On inquiring, we learned that he estimated his loss (provided he could hold what he still had) at about

TEN THOUSAND DOLLARS.

The lumber still remaining is fastened with strong ropes, and he hoped to save it. It was certainly a hard stroke, especially in these hard times, and he has the sympathy of the entire community.

The houses along the river bank, between First Creek and the county bridge were all under water to the roofs. The loss to the owners of this property can not be estimated, at present, but will doubtless reach several hundred dollars. The lumber-yard of Betterton & Bro., at the foot of Prince street, is inundated, and doubtless some of the lumber was lost.

THE GAS WORKS

Are under water, and were greatly damaged, but just to what extent is not known. It will doubtless go into the thousands. Some portions of the machinery are known to be injured, and the repairs have already been ordered at the Foundry. Our citizens will have to do without gas light for some time, probably several weeks.

We learn that the Company have decided to erect entirely new works on the Knoxville and Ohio railroad, near the Brick Mill. They are determined that this shall be the last time that high water effects their operations.

The house of John Collinson, who works in the gas works, had to be vacated by his family, and at 3 p. m. the water was several feet deep on the first floor. Esquire Barry's house was under water nearly to the ceiling of the first floor. The damage to the above named two houses will reach several hundred dollars.

ON THE SOUTH SIDE

Of the river above the county bridge several houses had to be vacated, and one was washed away. Policeman James Leary's house and stable, just below the Knoxville and Charleston railroad bridge, were

FLOATING IN THE RIVER,

fastened with large ropes, his furniture lying around loose, while his wife was seated near by with a child on her lap. It was a sad sight, and his loss, if his house and stable are not carried away,

A FAMILY SURROUNDED BY WATER. On the west side of Second Creek, on the banks of the river, Mr. Stevenson (an Englishman) has a neat dwelling, which was completely surrounded by the river, and the family were still in the house. A large flat-boat was in front of the house ready to receive them.

During the day several

HOUSES FLOATED DOWN THE RIVER. And early in the morning, we learn, a barn floor with a stack of straw or hay and a cow on it was seen passing Knoxville doubtless bound for points below.

PRIZE PAYNE'S FIGURES.

Last night Prof. J. K. Payne, who has been taking several observations during the day and night, furnished us with the following as the result:

In the year 1867, the highest tide water was 45 feet and 2 inches. At 12 m., yesterday it stood 36 feet tide water, and was still rising at the rate of 3 inches to the hour. At 3:15 p. m., 37 feet and 4 inches; at 4:45 p. m., 38 feet and 2 inches; at 7:30 p. m., 39 2-5 feet; at 10:15, 40 2-5 feet, and was then rising at the rate of 6 inches per hour.

FOUR FEET BELOW 1867.

At 1:15 a. m., this morning our reporter was at the river and found that the river was then about 41 9-10 feet high, and had taken a new rise, rising at the rate of 6 inches to the hour. It only lacked about 4 feet of being up to the high water mark of 1867. At this rate it will be fully up to 1867 by 9 o'clock this morning. The river men were of the opinion that the waters of French Broad were just coming down, causing the new rise. The tops of the buildings on the river bank could hardly be seen.

FIRST CREEK.

This creek was higher than ever before known. Above Branner's mill, about fifty houses, mostly owned and occupied by poor persons, have been more or less damaged. Though the individual loss is not very great, aggregating from \$10 to \$100, it will be seriously felt by most of the losers.

In our round down the creek, we found that the Sheldonsville bridge was no more. It was carried away near 2 o'clock yesterday morning, and lodged but a short distance from where it formerly stood. It is in very good condition, and can be replaced at no very great cost.

"FROG LEVEL."

Every house in this district has been somewhat damaged. This place is perfectly isolated, and can not be reached without going a long circuitous route. All the families moved their property on Tuesday night before the great rise came. They nearly all returned again yesterday.

In one of the houses lived a Mrs. Read, who was confined on Monday, she being in so critical a state that she was not taken from the house when her neighbors began to move. At eleven o'clock Tuesday night she was taken out by several young men, who had to wade through water waist deep to reach her. She is now in a very serious condition.

The tobacco factory of McCallum & Bro. was half under water; the water was almost up to the roof. We could not learn the amount of their loss.

On William street nine houses were somewhat damaged. The out houses were all carried away. The damage on this street will amount to about \$100.

THE PATTON STREET BRIDGE

Was also swept away. The bridge was so completely demolished that one would hardly think a bridge had ever stood there. The street is also badly washed. Mrs. Ed. Nickels' (colored) house was completely covered with water. She did not save any of her furniture. Her loss is not very great in value, yet will be felt by her, as it was her all.

Mr. John Kennedy's loss is very slight, only his fence being washed away. Some small houses between John Kennedy's and the carriage factory were somewhat damaged, but not worthy of note.

CROZIER STREET

Was almost cut in two, and not even a small path is left for pedestrians to reach Burr & Terry's mill without passing through mud six inches deep. About 5,000 square feet of earth has been washed out of this street at this point, and about 8 feet deep.

The lower floor of the carriage factory was covered with two feet of water. Mr. Eldridge says \$100 will cover his loss.

One half of the

MARY STREET BRIDGE

and the lower butment was washed away, as was also the dam of Branner's mill, the brick wall of the building, and the machinery of the same. It is estimated that Mr. Branner's loss will amount to from \$1,000 to \$1,200.

The Furniture Manufacturing Company, doing business at the old manufacturing department of Renshaw & Hacker are damaged to the amount of \$500.

Chas. Zeige, who had just gotten his machinery in order to manufacture bone dust, near the Cumberland street bridge, has met with several hundred dollars loss, his engine and machinery all being under water.

There is a heavy wash on Kennedy street, which will cost the corporation considerable to fill again.

CINCINNATI STREET

and Main street bridges are washed away completely, as stated in yesterday's issue.

MINOR LOSSES.

McClanahan's mill is damaged largely, but the amount of the loss is not known. Allen Anderson is damaged to the amount of several hundred dollars. Mr. M. J. Childress had to vacate his house, and it is estimated that he is damaged to the amount of \$500.

A number of houses between Branner's mill and the mouth of First Creek sustained more or less damage, many being compelled to vacate, and can be estimated in aggregate at several hundred dollars.

SECOND CREEK.

This creek was also higher than it was ever known to be. It was at its greatest height between 1 and 2 o'clock yesterday morning. This sudden rise was caused by Sharp's dams giving away.

WEAVER BROS. THE PROPRIETORS OF THE

KNOXVILLE POTTERY,

sustained the greatest loss on this

creek. Their loss is estimated at between \$700 and \$800, consisting in lumber, wood and ware. Their ware is distributed promiscuously, and a great deal of it broken.

Craig & Bartlett lost some lumber, and a great deal of their finished work and flooring was damaged. There was two feet of water in the shop, and fourteen inches in the office. Their loss will amount to near \$400.

The large flat on the north of the railroads was pretty well filled, and the huts suffered severe damage.

The culvert at the Rolling Mill being so narrow the water spread out in the flat, and the Koe Factory which is at least three hundred feet from the creek, had three feet of water in the lower floor, but no damage was done to the factory but to stop work for a time.

BRIDGES.

The Asylum street bridge escaped unharmed.

The Clinch street bridge also withstood the surging waters, and is in as good a condition as it was before the freshet.

The Cumberland and Main street bridges are under water but still keep their places.

The bridges between the rolling mill and the nail factory were swept away, and the iron track which ran over one of them was broken as though they were splinters. The floor of the nail factory was covered with water and mud, which causes a loss of time in running the factory. The loss of the Knoxville Iron Company is estimated by them at from \$500 to \$1,000.

The trestle work of the K. and C. R. R. was broken, but still hanging, being held by the bolts.

The damage around the tan-yard was very slight. The lower floor of the building was under water. The damage, which is mostly hides, will amount to near \$300. The damage to the other property was slight.

SADDLE TREE FACTORY.

Kohlhase & Kemper's upper shop, where they tanned their skins, was under water, and they lost some hides; they can not tell how many.

Kemper & Kohlhase can not estimate their loss as yet. They picked up several hides from the upper shop in the creek, and as the tan-yards were all under water yet, when we were around, they could not tell how many may have been carried away. They also lost several dozen saddle trees, which had not been finished.

Bosworth's mill, from present indications, has not had its worst yet, as the back waters of the river are creeping slowly towards it. Yesterday evening the only damage was the loss of the race.

Mr. Polter lost considerable in fencing and good ground. He had put his garden in good order, and now all the rich soil has been removed.

Goodin's store at the Main street bridge was under water and the goods had to be removed.

The Plumlee property has the first floor under water, and only lacks six feet being to the second floor.

The first floor of John Long's residence was covered with water.

Ant Polle Harris, a good natured old colored woman, suffered heavily, having to remove everything, her house being under water to the roof. It was only held to its place by a strong rope.

Robert Turk, an old colored man, lamented the loss of all his earthly goods, amounting to from \$50 to \$100.

A number of huts between Main street and the river, occupied mostly by colored people, had to be abandoned. In many instances the furniture, &c., of the occupants could be seen lying around loose on the ground.

Mayor Stahl estimates the loss to the Corporation at about \$10,000, but frankly admitted that the general estimate is that the damage will amount to from \$12,000 to \$15,000. Estimating the Corporation damage at \$12,000 and the whole loss in this city, leaving out all railroad property, will amount to between \$30,000 and \$35,000.

DAMAGE TO THE RAILROADS.

The damage to the railroads in East Tennessee is at present beyond computation. The East Tennessee, Virginia and Georgia road has never been so much damaged before. Bridges and trestle work have been swept away all along the line. The track is washed away at many points, while the track at other places has been filled by land slides. Commencing with the western terminus of the line, we give the following dispatch received by the railroad officials from

CHATTANOOGA,

which we are permitted to use:

Smith is at Chickamauga. He says the track is all right from Cleveland to that point. The trestle at Chickamauga has been washed about two inches today. Think it will wash out. He did not come west of Chickamauga. River very high, and still rising.

FROM CLEVELAND TO DALTON

The track is washed out at three places between Cleveland and Dalton, on the Dalton branch of the road. Two of them have been repaired, and work is progressing on the other. Coming farther east, we have received the following dispatch from Charleston, on the Hiwassee river:

To the Editors of the Chronicle:

Two spans of the railroad bridge at this place are gone. The river is as high as it was in March, 1867. The damage to property is very heavy.

McKNIGHT.

The track is washed out in three places between Athens and Riceville, and one between Athens and Mouse Creek.

The culvert one-half mile east of Philadelphia and fifty yards of track is washed away. One bridge and fifty yards of track gone from one mile west of Philadelphia. Between London and Lenoir's Station there are six slides and two hundred feet of embankment gone. Four culverts are washed away between Knoxville and Lenoir's Station.

EAST OF KNOXVILLE.

From all the information received, it appears as if the rain in upper East Tennessee has been equally as destructive as west of this place. A slide near McMillan's Station has been already removed. There is a heavy slide near Pullen's Station, which will require two days to remove and clear the track of obstruction. One hundred and sixty feet of track is washed away west of Telford's Station.

FROM LEADVALE.

Intelligence has been received from Leadvale, where the Cincinnati, Cumberland Gap and Charleston road

crosses the French Broad river, to the effect that all the trestle of the road at that point has been washed away from under the bridge, and that the river is as high there as it was in 1867 and still rising.

KNOXVILLE AND OHIO ROAD.

A trestle over Knob Fork near Jno. Woods', south of Beaver Creek, is broken, and we hear of two or three serious slides. If the trains are delayed on this road many days Knoxville will have a coal famine. The supply is short now and all that is for sale will be taken up very soon.

KNOXVILLE AND CHARLESTON ROAD.

This road has suffered severely. The bridge over Pistol Creek near Maryville is reported gone. The expensive bridge over Little River is also gone. This is a very expensive one, and with the present financial condition of the road, it is uncertain when it will be rebuilt. It is impossible now to estimate the damages sustained by the roads, but they are very great.

LATEST RAILROAD NEWS.

At ten o'clock last night we learned that there are twenty-five breaks in the road between here and Chattanooga. Nothing has been heard from eighty miles of the road, between Knoxville and Bristol.

LITTLE RIVER AND VICINITY.

Mr. J. A. Brakebill, of the firm of Hodge & Brakebill, of this city, arrived from Rockford, Blount county, late yesterday afternoon from whom we learn that the Knoxville and Charleston railroad bridge over Little River broke yesterday morning at 5 o'clock. Little river was four feet higher than in '67, when it was higher than ever known before. It commenced falling about two hours after the bridge broke. The river above Rockford and in many other places was a mile wide. Several dwellings were carried down Wednesday night and yesterday morning. Peter Rule's house, one mile below Rockford, went yesterday morning. Kirby's mill near by was moved, and a later account says it is gone. Kennedy's mill three miles above Rockford was reported swept away. Houses which stood the tide of '67 went before the present. It is estimated that five hundred thousand fence rails have been carried off by Little river, the whole being a total loss since the sudden rise would sweep them into the Tennessee before that stream could have time to throw them back so as to effect a lodgment by the back-water. The Rockford cotton mills are safe. Mr. Brakebill describes the destruction on Little river and the creeks of that vicinity as unparalleled. It is impossible to even approximate a financial estimate of the loss. Nearly every turnpike bridge heard of was swept away. In coming two miles to town our informant had rode about twenty-five miles around broken bridges, etc. He saw in Bay's Mountain, near Rockford,

AN IMMENSE GULCH,

Said to have been washed out by a bursting cloud. Tuesday's rain did not melt the snow in the Chilhowee Mountains, which is supposed to have given way under the warm showers of Wednesday night, and contributed no little to produce the unprecedented flood.

STOCK CREEK.

We hear that Stock Creek, in the southern portion of the county, was higher than ever before known. Bridges and fences were all swept away and farms much damaged.

HINDS' VALLEY.

We conversed with a gentleman yesterday from north of the city, who informs us that Grassy Creek, a tributary of Beaver Creek, was very high. The farmers in that valley, we hear, are more damaged than they were in 1867.

Hazen's paper mill, on Middlebrook, has again suffered. A portion of the dam is gone, and it will take several days to repair it. What the extent of the damage is we are unable to state.

Lones' mill-dam, on the same stream, is washed away, and the mill badly damaged.

BULL RUN AND BEAVER CREEK.

Our information from the rich valleys through which these two creeks pass is of the same character as received from nearly every quarter. We learn that all the county bridges on these creeks are gone, and that farmers have lost heavily in various ways.

From Powell's Station.

POWELL'S STATION, Feb. 25th.

To the Editors of the Chronicle:

The rain was very heavy here. Beaver Creek is higher than it has been for many years. The railroad is covered with water for several hundred yards here. Wood's bridge cross Beaver creek, one mile from here, was washed away. Part of the railroad trestle crossing Nob Fork was washed away. There is great damage to the farmers; their fencing, their freshly plowed land, etc., being dreadfully washed. Torrents from the ridges carried all the fencing in their paths.

On the Knoxville and Ohio railroad there has been considerable slides in Chestnut ridge. The cut in Copper ridge has slid somewhat. The damage on the road will be repaired in a day or two so that the trains will run through. The energy of the Road Master, George Kinzel, and his subordinates, is very commendable. He passed this place this morning walking the road and was compelled to wade water a foot deep as the track was covered and there was no chance to get around in a reasonable distance, but Kinzel said the road must be looked after and he intended to go through to Careyville if it was possible to do so.

For the benefit of some of our correspondents who have been criticizing me, I put forth this, my platform: Considering the CHRONICLE to be the champion of dignified journalism in East Tennessee, I shall at all times support it by giving it the latest news from my section, and in doing so I shall be governed by facts as nearly as I can gather them. I shall mention all "pig stories," "snake stories," "crow stories," and every other remarkable, though truthful story I hear of. I shall despair of always telling the world things it doesn't already know, because the world in general thinks that what it don't know isn't worth knowing. I shall, further, be governed by the promptings of politeness, and shall never criticize a brother correspondent, except he first gets on my coat-tail.

Lime as a Manure.

(From the Greenville Intelligencer.)

It astonishes one who has witnessed the great effect on the agricultural progress of some of the older States by the use of lime, to see so little of it used in Tennessee where the land has been worn out for the want of some sustaining manure, and particularly so when nearly every farm has the very best of limestone on it. Thirty years ago in the States of New Jersey and Pennsylvania, you might see oldsged fields or "poverty grass," as it is there called, in abundance. They had their large farms, worn out lands, poor fences and poverty homes, very much as the people in Tennessee now have. Those of them that could, mowed the means, sought homes in the west and elsewhere, and left homes much more valuable than those they found, simply because they were ignorant of the real element of wealth they possessed on these farms, viz: that of Lime. Afterward the use of this valuable manure became general, and soon the poor farms and "poverty grass" fields began to disappear, and a more prosperous condition of things developed themselves throughout the entire country. Fences were renewed, houses were built, and to-day there are no wealthier or more prosperous farmers to be found anywhere; and the foundation cause of this great change was the use of lime. Lime being a sea deposit composed of marine shells combined with carbonic acid, it is an alkaline earth, and in order to make it suitable for manure for land, it has to be burnt in kilns to drive off the carbonic acid. The action of lime on the land is more for the purpose of softening the vegetable matter and through its alkaline qualities counteract or destroy the acidity of the soil and thereby make it productive. Sorrel or oxalic acid plants can easily be destroyed by the use of lime. Lime also has a quality of destroying noxious weeds and converting them into manure, thus enriching the land making the soil lighter and more easily cultivated, also giving greater facilities for capillary attraction, giving it the quality of holding water and withstanding drought. Lime in all instances when used as a manure must have negative matter to act upon, hence the poorer the soil the less quantity of lime must be used. I trust the time will soon come when on every farm we shall see a regularly constructed lime kiln and from its use the same results will follow that it has been our privilege to witness elsewhere.

How To Kill Cabbage Worms.

Cabbage are so nutritious and healthy as food for man and beast, that we are glad to tell our readers a clean and sure remedy against damage by worms, if applied in season. It is to sprinkle a little wheat bran or ship-stuff over the plants when the yellow butterfly first appears, whose eggs make the most common cabbage worms. Buckwheat meal or flour has been used with equally good results and probably corn meal will fill the breathing pores of the worms and kill them.

A correspondent of the New York Tribune says:

In June, in going through my early cabbage, I found one completely covered with the worms. Immediately I obtained a handful of bran and sprinkled it over the head. The worms began to squirm and fall off the cabbage and wherever the bran touched them they seemed to be in pain. The following morning they were all dead. Since that time, on the first appearance of the worm I sow the bran. Some seasons it may be necessary to do it the second time, but it is a demand for me, it is better to take a handful and sprinkle it over the cabbage. A hundred weight is ample for an acre.

Cincinnati Southern Railroad.

The Chattanooga Commercial in speaking of Major Hugh Carlisle, and the above road, says: The work on that portion of the road which terminates south at Emory river, is being vigorously pushed, and will, it is thought without doubt, be completed within the time specified in the contracts. Mr. Carlisle has five sections of the road, Nos. 160 to 164 inclusive. Nos. 163 and 164 are tunnel work, said to be the most difficult on the line, being driven through a flinty sandstone. While there is a large number of hands at work, there is a demand for many more, and we know no better place for able-bodied men, now idle, to seek employment. The pay is liberal and prompt—the treatment good. Mr. Carlisle himself needs five hundred more hands. As an inducement to parties to seek work with him, we will say that he has been a contractor in the South twenty-seven years;